

DAILY COURIER

PRINTED AND PUBLISHED BY
W. N. HALDEMAN & R. T. DURRETT

UNDER THE STYLE OF
HALDEMAN & DURRETT.

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See first column on first page for particulars as to advertising.

LOUISVILLE

SATURDAY, NOVEMBER 6, 1858.

The Jeffersonville Railroad is the first one between Louisville, St. Louis, Kansas, Chicago, Springfield, Decatur and the principal cities in the West and Northwest.

Trains on this route form close connection at Seymour with Trains on the Ohio and Mississippi Railroad, St. Louis and the West, and Cincinnati and the East; also at Indianapolis with the Detroit and Erie, and the West and North.

Only one change of cars between Louisville and St. Louis, Cincinnati or Chicago. Baggage checked to all the principal cities. For time and further particulars examine advertisement in another column of this paper.

Through tickets given to the principal cities on the Missouri and Mississippi rivers; also to all the principal places in the East, West and North.

Our No. 527, southeast corner Main and Third streets, Louisville, Ky., where travelers can examine map and get further correct information.

Reading Matter on every page.

The Interest and Cost Question.

It has been suggested that our opposition to the particular Memphis branch upon which Louisville votes to day, arises from personal interest in coal lands to be effected by some other route.

We know not who was wicked enough to start this suggestion, but we deny its truth. We own lands and have no interest in lands, of any character whatever, outside of Louisville, that can be effected by any railroad that can be made between here and Memphis.

Our opposition to Gov. Helm's scheme is purely from a desire to defend the interests of Louisville against what we consider a flagrant wrong. This we would do if the scheme were advocated by double the power and influence of Gov. Helm and his directors.

But as this question about coal lands has been started by some wicked advocate of Gov. Helm's scheme, we will discuss the subject a little in connection with the Governor. If we show that the Governor is not infallible on the coal fields of Kentucky, perhaps some of our readers will doubt his infallibility upon other questions.

Well, the Governor, in 1854, as President of the L. & N. R. R., made an official report upon the coal fields of Grayson county, Kentucky. We make the following extracts from this report:

Proposals have been made to build a branch road to the coal fields and to Grayson county. This branch will diverge from the main stem about fifty miles from Louisville, and will run in a westerly direction, encountering no grade which will interfere in the slightest degree with the transportation of coal.

At a distance of about thirty miles from Louisville, a branch will be made to the coal fields of Grayson county, and will run in a westerly direction, encountering no grade which will interfere in the slightest degree with the transportation of coal.

Grayson county abounds in coal, but ordinary bituminous coal and cannel.

Some cities of Louisville have been given a glowing report upon the Grayson county coal, forming a company for making the proposed branch railroad. They supposed, of course, that the Governor's report thus officially made, could be relied upon, and we confess that we were among the converts made by the Governor's glowing eloquence.

We are now in the great surprise of the country, however, when the coal fields of Grayson were examined, it was found that the Governor's fifteen miles were more than thirty, that the grade which was to present no obstruction was a succession of high hills, and that the four feet strata of bituminous and cannel coal in which the county abounded, were fifteen inches seams of coal and shale, stuck about in hills and valleys, miles apart, and utterly inaccessible by railroad, with out the expenditure of millions of money in tunneling hills and bridging streams and valleys.

These are the only coal lands in which the editor of the Courier ever had an interest, and the Lord knows we don't propose to build a railroad to them.

While on the subject of coal, however, we may as well set ourselves right and the Governor wrong on another branch of the subject. Some time ago, in speaking of the coal lands of Hopkins county, we used the following words:

In Hopkins county, with a space of 100 feet, no less than three workable beds of coal, the thickness of which varied from eight to nine feet in thickness, while the other two were from five to six feet thick.

In a space of about one hundred feet, there are not less than three workable beds of coal, the thickness of which varied from eight to nine feet in thickness, while the other two were from five to six feet thick.

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A Question of Dollars for Tax Payers, etc.

One of the objections which we have urged against Gov. Helm's demand of \$500,000 from Louisville, for a section of the Memphis and Louisville branch, is that he has not fairly represented the cost. We were fairly deceived as to the cost of the railroad. When the L. & N. railroad was incorporated, we were told that it would cost \$2,000,000. That was the amount of stock fixed by the charter, but to go against all possible contingencies, the charter allowed an increase of the capital stock to \$4,000,000. That sum has now been spent, and we all know that the road is not completed.

As late, however, as 1856, Mr. McLeod, the present engineer, a clever man, but like other engineers, much given to low estimates) after having the assistance of Mr. Robinson's estimate, and the doing of a section of the road, said that the road could be completed for \$5,814,815.

The sum that was to be brought into use according to Mr. McLeod's statement has now been spent, and we all know that no locomotive has gone from Louisville to Nashville. Indeed, with the money spent, and the road in the hands of the Memphis and Louisville branch, there is an investment of \$4,846,094, and thereupon, have issued \$2,000,000 first mortgage bonds. When this issue is exhausted through the road is finished or not, \$2,846,094 will have been spent. Mr. McLeod, therefore, missed the figure of cost about \$900,000, if this issue of \$2,000,000 first mortgage bonds is not sold.

Again, Mr. McLeod estimated the cost of the Lebanon branch at less than \$600,000—about \$150,000 per mile. There have now been expended upon that branch over \$900,000, and it is not yet completed. He missed the figure in this branch \$800,000, and in this and the main stem branch, his mis was \$1,200,000. These facts ought to properly impress upon our readers, who are about to repeat concerning the cost of the Governor's Memphis branch. We say repeat, because we have again and again tried to impress upon our readers the utter unreliability of the statements made by Gov. Helm and his engineers as to the cost of this branch.

Gov. Helm said, with as much truth as that the cost of his Memphis branch had been ascertained by an absolute instrumental test. But when his test came to be criticized, it was found that he fixed the cost of setting the branch into operation at about \$900,000, his chief engineer at about \$900,000, his division engineer, who had used the instrument for making the test, at about \$1,000,000. There was a variance of \$2,000,000 in the cost of only 45 miles of road, which was rather too monstrous for an absolute instrumental test.

Finding that this estimate would not do for an actual test, Mr. McLeod attempted to get the Governor out of this trap, by calling it an approximate one. It was plain, however, ever so soon as McLeod thus exposed the thing, that we were as much at liberty to say the estimate was too low, as he was to say it was too high.

In this dilemma, the Governor seems to have been caught with his hands, with his engineers, and with their instruments, and to have adopted our mode of estimating by analogy and common sense, the cost of the road. In his last report, on page 11, he used these words:

The Board recently had to estimate (Olmstead's) before them, and caused it to be revised by the Chief Engineer, in order to ascertain its value by the known cost of construction, and by the cost of the material entering into construction.

Here, then, the Governor after boasting so much of his engineers and their unerring instruments, and ridiculing our analogical process of arriving at the cost of this road, has absolutely adopted our mode, and has caused it to be revised by the Chief Engineer, and by the cost of the material entering into construction.

Of the 26 miles of railroad in the whole United States, each mile cost more than \$25,000. Each mile of railroad in Kentucky, has also cost more than \$25,000. Every mile of the Louisville and Nashville branch, has cost more than \$25,000. Each mile of railroad in Kentucky, has also cost more than \$25,000. Every mile of the Louisville and Nashville branch, has cost more than \$25,000.

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NOTICES.

ADVICE TO LADIES.—We are aware that there are many of our lady readers who are complaining of weakness, and who are desirous of going to and get some of McLeod's strengthening cordial and blood purifier. It is a delicious tonic, and just the thing to strengthen and invigorate the whole organization and purify the blood. See advertisement in another column.

CARR'S GUMS.—Grand gift sale will commence at Oriental Life Insurance depot, at 93 Third street, Louisville, Ky., on November 23, 1858, and continue until January 1, 1859. The sale consists of a twenty-five cent bottle of Liniment will receive a free gift as soon as the purchase is made. The gifts are new and desirable, and consist of watches, shot-guns, washing machines, gold bracelets, car rings, finger rings, shirt studs, sleeve buttons, work boxes, port monies, pocket knives, etc., etc. Recollect the place, 93 Third street, between Market and Jefferson.

N. B.—Open until 9 o'clock at night.

INTELLIGENCE FROM INDIANA.—Powell's slave says: "ABINGDON, Wayne Co., Ind., April 21, 1857. 'Allow me to say that Hoodland's German Bitters have truly performed miracles in this part of the country, and there are many who can and do speak of its excellence and intrinsic merits. I myself, after using it for some time, have been relieved by it. J. J. Swing, Mrs. D. D. Carson, Mrs. Elizabeth Hunt, Mrs. John Minor, Mr. M. R. McLeod, and many others, can all testify to the efficacy of this medicine. These Bitters are intended for Liver Complaint, Dyspepsia, Debility, and diseases arising from a disordered stomach. They also perform many other duties. For sale by druggists and storekeepers in every town and village in the United States, Canada, West India, and the South Sea Islands. Write to J. J. Swing, at 172 North Second street, Louisville, Ky., for a copy of the book 'Hoodland's German Bitters.' N. B. d12w42

MCCOY CITY, ILL.—There will be another sale of lots, at public auction, in this growing young city, on the 24th and 25th of November next, at which time a large amount of the city property will be offered for sale. Terms of one fourth cash, the balance in three equal annual payments. d12w42

WINTER DRY GOODS.—Purchasers in search of a full assortment of goods suitable to the cold season, can find a handsome stock to select from at Martin & Panton's, 50 Fourth street, who have now on hand elegant Silk Robes, of various styles; Printed and Reproved, for high school misses; Cashmere, Laid, Heavy Shawls, Lace Shawls, and Brochures; Kid Gloves, Flannels; Negro Wear; Chintz and Calicoes; Hosiery, all sizes; Mourning Goods; Thill Belts; Cloaks and Raglans; Hood Skirts, of latest styles; a full stock of White and Domestic Goods; Traveling Dress Goods; Marcellines, Laid, Reproved; Walking Cloaks and Velvets; and a full stock of all the latest styles of goods to offer at the lowest prices for cash.

MARTIN & PANTON, 50 Fourth street.

LADIES' EVENING DRESS GOODS.—Silk Robes, (in all colors), Illusions, Lace, Crepe and Tartan do.—Ladies desiring the latest styles of Dress Goods of every description, will find at the store of G. B. TABB, 100 East Third street, a full and complete assortment, in point of beauty and elegance, prior to that of any other house in the city. He has just received, by express, a few elegant Silk Robes in double jupes, two Volants and Robe A'iles. Also a choice assortment of Velvet and Cloth Cloaks.

A large stock of Domestic Goods of every description at the lowest market prices, at G. B. TABB, 100 East Third street.

NEW ALBERT AND NALDER RAILROAD.—SHORT LINE ROUTE—Running through to Chicago and Saint Louis with only one change of cars. Connecting with Ohio and Missouri Rivers, and the Louisville and Nashville Railroad, and the Chicago and North Western Railroad, and the Chicago and Great Western Railroad, and the Chicago and Illinois Central Railroad, and the Chicago and Rock Island Railroad, and the Chicago and Milwaukee Railroad, and the Chicago and Wisconsin Central Railroad, and the Chicago and Minnesota Central Railroad, and the Chicago and Iowa Central Railroad, and the Chicago and Nebraska Central Railroad, and the Chicago and Kansas Central Railroad, and the Chicago and Colorado Central Railroad, and the Chicago and Utah Central Railroad, and the Chicago and Arizona Central Railroad, and the Chicago and New Mexico Central Railroad, and the Chicago and Texas Central Railroad, and the Chicago and Louisiana Central Railroad, and the Chicago and Mississippi Central Railroad, and the Chicago and Alabama Central Railroad, and the Chicago and Georgia Central Railroad, and the Chicago and Florida Central Railroad, 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